

DEPARTMENT OF TRANSPORTATION**DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.15**SOURCE INSPECTION REPORT****Resident Engineer:**Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** SIR-001564**Date Inspected:** 20-Jan-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 700**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1900**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island**Location:** Changxing Dao, Shanghai**Quality Control Contact:** William (Bill) Oak**Quality Control Present:** Yes No**Material transfer:** Yes No N/A**Sampled Items:** Yes No N/A**Stock Transfer:** Yes No N/A**OK to Cut:** Yes No N/A**Rebar Test Witness:** Yes No N/A**Delayed/Cancelled:** Yes No N/A**Other:** Coatings Inspection**Bridge No:** 34-0006**Component:** OBG 5AE**Bid Item:** 77, 78, 79**Lot No:** B265**Summary of Items Observed:**

On this date Caltrans Office of Structural Materials (OSM) Quality Assurance (QA) NACE III coating inspector, Mr. James Lumley arrived on site at the Zhenhua Port Machinery Company (ZPMC) facility at Changxing Island in Shanghai, China. The purpose of the coating inspections are to monitor the surface preparation and coating applications for the SAS Bay Bridge project. This QA NACE III coating inspector observed the following:

Blast operations commenced approximately at 2000 hours and at the beginning of dayshift operations at 0700 the blast and prime window of 8 hours had now been exceeded and reblasting was required on segment OBG 5AE.

A joint inspection was performed on OBG 5AE after blast operations at the request of ZPMC. The inspection revealed surfaces were contaminated from rubber blast hose impregnating the profile on top exterior surfaces and reblasting was required. ZPMC completed the repairs as allocated by ZPMC QC and primer application of Interzinc 22 was permitted. Caltrans QA Lumley suggested to ZPMC production manager Bhavin that protection of the lower base metal surfaces from overspray deposition would be beneficial and prevent further damages and repairs and rework.

QA observed the mixing operations and ZPMC QC personnel monitored material temperatures and ambient conditions within the blasting area and mixed coating temperature were at 55F. ZPMC supplemented airspray application on interior surfaces with brushing and roller application. QA Lumley informed ZPMC QC that the Interzinc 22 product data sheet stated "roller application was not recommended".

Nightshift Operations:

Reblasting had occurred on segment OBG 5AE of the floor area and also grinding of laminations and metal slivers was performed and profile was re-established by abrasive blasting. ZPMC personnel masked areas with tape for future welding repairs as well as the top "U" stiffeners that required additional blasting operations. This was amended and the primer application continued.

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Summary of Conversations:

.ABF QA representative informed Caltrans QA Inspectors Jordan and Lumley that ZPMC had performed blasting operations during the nightshift after previously informing Caltrans that no more blast operations would take place.

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Eric Tsang. (858) 699-9549, who represents the Office of Structural Materials for your project.

Inspected By:	Lumley,James	Quality Assurance Inspector
Reviewed By:	Miller,Mark	QA Reviewer
